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day adjustment of the details of our economic machinery, the book will carry little appeal, but those who see in their science something not without real interconnection with the deeper problems of life will not regret having read it.

A. B. WOLFE.

Oberlin College.

Social Welfare in New Zealand. By HUGH H. LUSK. (New York: Sturgis and Walton Company. 1913. Pp. 287. \$1.50.)

The author of this book is well known in New Zealand, where he has practiced law for many years, has been a member of several parliaments and has taken a very active part in public affairs. He is, therefore, well informed on the subject, and he has written an interesting and readable book. But it is a pity that he has chosen a descriptive and laudatory rather than a discriminating and critical method of treatment. New Zealand is not an industrial paradise, and it is misleading to give the impression that all of her social experiments have been successful in every respect.

For example, in telling of the success of the state railways nothing is said of deficits; in the chapter on industrial disputes no mention is made of strikes; and in glorifying labor legislation in general no hint is given that poverty and unemployment exist, and that the working people of New Zealand, all things considered, are little, if any, more prosperous than the working classes of Australia, Canada, and the United States. Also, the prosperity of New Zealand in the past twenty years is attributed altogether to the progressive policy of the government rather than to more fundamental causes, such as the natural resources of a thinly populated country, and the invention of processes of refrigeration, by which the profits of sheep raising have been enormously increased.

A few minor errors have crept in here and there, such as the statements that the graduated land tax rose to five per cent on the market value; that the lease in perpetuity was more successful than the land tax; that the arbitration court consists of five members; that the arbitration act was first passed in 1893; that average wages have doubled in twenty years; that freight rates are lower than in America; that the policy of making advances to settlers was begun six years ago.

While a book of this character may be useful in calling atten-

tion to the successes of progressive legislation in New Zealand and exhorting the nations of the world to profit by her example, what is more needed at the present time is a series of scholarly monographs showing the strength and weakness of the various progressive movements and pointing out the paths of progress which other nations may safely take. A good beginning in this work has been made by Professor Hight, Dr. McIlwraith, and other professors and students of the University of New Zealand, but much remains to be done before the outside world will know just what contribution New Zealand is making to industrial and social progress.

J. E. LEROSIGNOL.

University of Nebraska.

Kanada. Volkswirtschaftliche Grundlagen und weltwirtschaftliche Beziehungen. By ANTON A. FLECK. Probleme der Weltwirtschaft. Schriften des Instituts für Seeverkehr und Weltwirtschaft an der Universität Kiel, 10. (Jena: Gustav Fischer. 1912. Pp. 367. 12 m.)

The prominence given Canada in this series of studies, which is planned to cover the leading countries of the world, is one of many indications of the desire felt in Germany for fuller knowledge and better relations, awakened partly by the tariff war between Canada and Germany, which lasted from 1903 to 1910, and partly by the rapid growth of the Dominion in recent years. Dr. Fleck's study is a thorough and accurate piece of work, affording a useful introductory survey of Canada's potential and actual industrial development. The author first takes stock of the natural resources available, then sketches the agricultural situation, manufactures, and railways, and concludes with an analysis of the tariff and trade relations of the Dominion. The information is taken largely from official publications, but Dr. Fleck has supplemented them by personal study on the spot. There are not many general comments or estimates throwing new light on Canadian conditions, but it would be difficult to find in any single Canadian publication as complete and detailed a summary of the factors in the industrial and commercial life of the country. One of the excellent maps issued by the Department of the Interior is reproduced in colors.

O. D. SKELTON.

Queen's University, Kingston, Canada.